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HONGKONG, FRIDAY, OCTOBER 9, 1914.

庚申年九月十四日

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GERMANY'S VAST AIR FLEET.
1,300 Aeroplanes of Modern Type.

WHY ZEPPELINS HAVE NOT INVAD-
ED FRANCE.

The story of the ramming of a Zeppelin
ship by the famous French aviator,
Roland Garros—a story which still lacks
confirmation and is disbelieved by those
who know M. Garros best—probably arose
from the idea that a Zeppelin cannot be
sunk in any other way owing to its
being defended against attack from above
by a quick-firing gun mounted on top of
the rigid framework of the gas holder.
In order to make certain of his aim, a
bomb-dropper in an aeroplane would have
to get within 100 feet or so of the ship's
roof, and so would be well within range of
the gun mounted there.
Only three or four of the very latest
Zeppelins, however, are equipped with
these gun-platforms, and, furthermore, I
learn on good authority that none of them
is mounted with guns, for it is now known
that if there was a gun in any of the gas
bags near the mid-ship portion of the
frame, the escaping hydrogen would find
its way out near the gun-platform, and
would be almost certain to catch fire as
soon as the gun was discharged.

It is believed that the explosion of the
Zeppelin which caught fire and killed all
its crew at Johannishafen, near Berlin, only
a few months ago, was caused by the gun
on top firing blank cartridge as an experi-
ment, though at the time it was stated that
the cause was a petrol fire in one of the
engine rooms.

It is, therefore, a comparatively simple
matter, in the absence of a gun, to escape such
quite close to a Zeppelin from above, for
the crew in the case below cannot hit the
aeroplane so long as the pilot of the
aeroplane keeps the envelope of the airship
between himself and the crew. The knowl-
edge of this fact is the secret of the German
probably accounts for our not having heard
anything of Zeppelins flying over France,
but only over Belgium, whose flying corps
is so small that it hardly counts.

Since I wrote recently of the number of
aeroplanes which the German army has
available for active service, I have been
told, on quite reliable evidence, that the
German numbers have been enormously
increased during the past few months.
The number mentioned to me by one
who has just returned from Germany is
1,300 aeroplanes of modern type, exclusive
of school machines, and the slower military
machines of a year ago. In support of
this, it is known that for some time the
Mercedes motor firm has been turning out
130 to 140 aero engines a month, these all
being of the 100 h.p. cylinder type, which
has, during the past six weeks, broken all
the world's records for height and duration.

In addition, the Benz Company has been
producing about half as many, and the
minor firms, such as the Argus and N.A.
G., have also been contributing large
numbers. One can safely put the German
aero-engine output down at something like
250 a month, and as each engine means an
aeroplane in which to fit it, the estimate of
1,300 may not be far from the truth.

The number of pilots to fly these
machines may not be as great, but it is
larger than that of any other country,
thanks to the German system of encourag-
ing civilian flying schools.

Under this system each aeroplane firm
of any importance had a certain number of
soldiers, mostly officers, but some N.C.O.s
as well, allotted to the school, to be trained
by the firm's own pilots. The training of
these aviators was paid for at a price which
permitted the firm to use first class
machines and to pay reasonable wages to the
pilots. The firms could afford to pro-
vide comfortable quarters for the pupils,
and could, in every way, do things on a scale
which does not exist in any other country.

In order to stimulate progress in
aviation, military aviators were encouraged
to enter for the big flying competitions,
and various Government departments gave
handicaps prizes. For this reason one saw
thirty starters in the Prince Henry
Manchester-and-back race only brought
out six starters.

It is now practically certain that the
German and Austrian air-arms together
outnumber all the French, Russian,
British, Belgian, Serbian, Swiss, and Dutch
pilots so that Germany will have a great
advantage in her air-arms.—C. G. Grey
Express.

The Japanese Naval Department has
issued a statement that the ten torped-
boat destroyers, which are to be built in
accordance with the Temporary War
Expenditure Bill passed by the Imperial
Diet at the recent War Session, have
been named the "Raba, Kuro, Kaze,
Akagi, Kure, Kikyo, Katsuragi, Kure,
Kure, and Kure." The two destroyers
under construction in Great Britain are
named "Kure" and "Kure."

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FRIDAY, 9th OCTOBER.
8 A.M. 'HEUNGSHAN.' 8 A.M. 'HONAM.'
5 P.M. 'KINSHAN.' 5 P.M. 'FATSHAN.'

SATURDAY, 10th OCTOBER.

8 A.M. 'HONAM.' 8 A.M. 'HEUNGSHAN.'
5 P.M. 'KINSHAN.'

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Return Fare by Night (available also for Return by Day Steamer) 10.00
Single Fare by Day Steamer 4.00
Return Fare by Day Steamer 8.00

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HONGKONG-MACAO LINE.

S.S. 'SUI TAI' S.S. 'TAISHAN'

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf
Sundays, at 8 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 2 P.M.

EXCURSION TO MACAO.

SUNDAY, 11th OCTOBER.

The Company's Steamship "TAISHAN"
will depart from the COMPANY'S WING LOK STREET WHARF at 8 A.M.
and return from Macao at 2 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at
7.30 A.M. and from Hong Kong at 12.30 P.M. from the Company's Wing Lok Street
Wharf.

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Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 6.30 P.M.

CANTON-WUCHOW LINE.

S.S. 'SAINAM' 588 Tons, and S.S. 'NANSING' 566 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the
days at 8.30 A.M. Round trips take about 5 days. Passengers can return to
Hong Kong or vice versa by the Company's direct Steamers 'LINTAN' and
'SARU'. These vessels have superior Cabin accommodation and are lighted
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NOTICE TO SHAREHOLDERS.

THE EIGHTEENTH ORDINARY
YEARLY MEETING of share-
holders in the above Company will be
held at the Company's Town Office, 1
Lower Albert Road, Hongkong, on
SATURDAY, 10th October, 1914, at
12.15 p.m. for the purpose of presenting
the Report of the Directors and Statement
of Accounts to 31st July, 1914.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from 1st to 10th
October, 1914, both days inclusive.
By Order,
M. MANUK,
Secretary.

Hongkong, Sept. 25, 1914.

DAIRY FARM NEWS.

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8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.15 p.m. Every 10 minutes.
3.15 p.m. to 3.30 p.m. Every 10 minutes.
3.30 p.m. to 3.45 p.m. Every 10 minutes.
NIGHT CARS.
8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00
p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of
an hour.

SUNDAY.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12 Noon. Every 10 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 7.00 p.m. Every 10 minutes.
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General Managers.

THE NEW FRENCH REMEDY.

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BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE WAR.

SHANGHAI CONTINGENT
ACCEPTED BY THE
WAR OFFICE.
THE GREAT STRUGGLE IN
FRANCE.

THE ANTWERP BOMBARDMENT.

SHANGHAI CONTINGENT ACCEPTED BY THE WAR OFFICE.

LONDON, Oct. 9, 8.35 a.m.
The War Office has accepted the offer of the Shanghai British Contingent consisting of 110 men, for active service at the front. All the men have had military training and are good riders and shots. The British community is paying the passages of the men, who will sail at the earliest possible date.
(We understand that several Hongkong men sent in applications to join the Contingent.—Ed.)

THE BOMBARDMENT OF ANTWERP.

LONDON, Oct. 8, 11.25 a.m.
A message from Ostend states that it is believed in high quarters that Antwerp will be able to hold out, thanks to reinforcements. Men are enlisting daily.

Oct. 8, 9.30 a.m.
It is unknown whether the bombardment of the city of Antwerp has begun.

Dutch correspondents variously give the time fixed in the German ultimatum as 9.30 p.m. yesterday and 8 o'clock this morning.
The Amsterdam Handelsblad states that the Germans forced a crossing of the river Nethe by means of heavy guns, having concentrated an attack on the south-east of the city after a costly failure in attempts to cross the Scheldt.
10,000 Antwerp fugitives have arrived at Roosendaal, Holland.

4.20 p.m.
A telegram states that the refugees just arrived at Roosendaal report that the Germans started the bombardment of Antwerp with heavy artillery.

4.40 p.m.
Another telegram from Amsterdam states that the first shells exploded in the southern part of Antwerp.
The inhabitants fled precipitately.
Meanwhile a Zeppelin, cruising above the fortifications, bombed the Hoboken district, which caught fire, but were immediately emptied, saving a conflagration.
The Germans then bombarded the north-eastern part of the town.
The suburb of Bechem must have suffered heavily.

THE LATEST NEWS FROM FRANCE.

Oct. 8, 5.15 p.m.
A Paris communiqué states: On our Left Wing the enemy have progressed at no points, while at certain points the enemy have fallen back, particularly to the north of Arras, where an action is developing under good conditions for us.

Operations of bodies of cavalry are developing almost to the North Sea. The enemy is still in force in the region of Roye, but we have taken a greater number of positions than we recently were obliged to cede. The density of the enemy's troops north of the Aisne appears to have diminished. There is nothing to report between Rheims and the Meuse.

5.25 p.m.
On the heights above the Meuse between Verdun and St. Mihiel the enemy has fallen back to the north of Hattin Chatel. The enemy still holds Saint Mihiel and several positions to the north of that place on the right bank. Violent attacks by the enemy on the Woivre, to the west of Apremont, failed. There is no change in Lorraine and the Vosges.

AGREEMENT REGARDING NON-COMBATANTS.

LONDON, Oct. 8, 9.30 p.m.
Austria and Great Britain have mutually agreed to allow women, children, males outside military age, medical practitioners and clericals to return home.

TREATMENT OF WOUNDED AND PRISONERS OF WAR.

The French Consul-General kindly sends us the following telegram received from the French Minister at Peking:—
The Department of Foreign Affairs informs us that the American Ambassador in Paris and the American Minister Plenipotentiary on special mission at Bordeaux, visited the camps of Flers (Orns) and of Grondelle where German wounded and prisoners of war are interned in respective groups.

The two representatives of the United States of America declared that organization of the said camps is perfect and that the German wounded and prisoners are quite satisfied with the treatment they receive and the care bestowed upon them.

The "Wolf" telegraph agency pretended that the Bordeaux correspondent of the *Corriere d'Italia* had written that "2,000 wounded German soldiers who are at Bordeaux, were left without sufficient care."
The correspondent of the said Italian newspaper declares openly that this assertion is a mere calumny, and that he never sent to his newspaper the correspondence which the German telegraph agency pretended he had sent.

On the other hand, from much information received about the way the German have been treating a certain number of their war prisoners—especially English prisoners—previous to their being interned, give proofs of the inhuman ways of the Germans. For instance, on or about the middle of September, at the Verriers (Belgium) railway station the attitude of the German military authorities was so scandalous, that the ladies of the Red Cross protested in the most energetic manner, but without any success.

I wish you to give these denials and information, the widest possible publicity.

(Signed) A. R. CONTY.

GERMAN DESTROYER SUNK BY A BRITISH SUBMARINE.

LONDON, Oct. 8.
The Admiralty announces through the Press Bureau to-night that Submarine E.9 has returned safely after having sunk a German destroyer off the Ems River.

BY TELEGRAPH.

CANADIAN CONTINGENT ARRIVES IN ENGLAND.

LONDON, Oct. 8.
The first Canadian Contingent has arrived in England. It is to proceed to an inland training camp to prepare for active service.

LARGE MASSES OF CAVALRY NEAR LILLE.

M. Liebert, the Consul for France, has kindly sent us the following telegram which he received via Peking:—

On our Left Wing since the 5th inst. there has been a steady extension of the front. Large and very important masses of German cavalry are reported in the neighbourhood of Lille, preceding hostile forces advancing through the North Line—Tourcoing-Armancières-Baillet. The situation has been sensibly maintained around Arras and on the right bank of the Somme. There have been alternate advances and retirements between the Somme and the Oise. An important German attack was tried near Lassigny but failed heavily, the French taking 500 prisoners. The French made a slight advance at Cuffies, north of Soissons, with the very effective co-operation of the British Army, and also made some progress in the Berry-au-Bac district. On the whole remaining front there is no change.

The Belgian forces defending Antwerp have strongly occupied the Rupel-Nethe line, and the German attacks against this line have totally failed.

RUSSIAN BOMBARDMENT OF PRZEMYSL.

LONDON, Oct. 8.
A telegram from Petrograd states that the Russian heavy artillery is ceaselessly bombarding Przemyśl, gradually destroying the forts and the town, where many of the houses are burning. All attempts of the Austrians to relieve the garrison have been repulsed with heavy loss.

THE TERRIFIC STRUGGLE IN FRANCE.

Decision Still Hanging in The Balance.

LONDON, Oct. 8, 2.25 a.m.
An official statement issued in Paris at 11 p.m. says:—
Except on the two wings, where German attacks have been repulsed, there has been almost a complete calm along the front. German cavalry on our Left have been held north of Lille and driven back.

The ground previously ceded between Chaulnes and Royes has been recovered. We have advanced at certain points in the Centre. There is nothing noteworthy on the Right Wing to report.

GENERAL FRENCH'S
FIRST DESPATCH.

FURTHER DETAILS.

Transport of the British Force.

Sir John French's despatch stated that the transport of troops from England by sea and rail was effected in the best order. The troops arrived in France well within scheduled time, and the concentration was practically completed by the evening of the 21st August.
He adds:—I was able to make dispositions to move on the 22nd to the positions I considered most formidable, whence to commence the operations which General Joffre requested me to undertake in pursuance of his plan of campaign. The Second Corps occupied a line from Condi to Mons and the First Corps was posted to the right of the second Corps. The Fifth Cavalry Brigade occupied Binche. In the absence of the Third Corps, I desired to keep the Cavalry Division as a reserve to act as an outer flank, or to support any threatened line.

A CAVALRY RECONNAISSANCE.

The forward reconnaissance was entrusted to Colonel Sir Philip Chetwode's Fifth Cavalry Brigade, but Major-General Allenby was directed to send a few Squadrons to assist. These did excellent work on the 22nd and 23rd, some of them penetrating as far as Soignies. They showed great advantage in encounters, besides bringing information from the French Headquarters.

THE ENEMY'S MOVEMENTS.

The reconnaissances effected by my patrols and the observation of aeroplanes failed to detect any outflanking movement by the enemy.

A report on the afternoon of the 23rd showed that the enemy was commencing to attack in some strength especially to the right of our position at Binche, which the Cavalry evacuated Binche, which the enemy occupied.

REASONS FOR THE FRENCH RETREAT.

General Joffre's message explained that the French were retreating, because the Germans on the 22nd had secured the passage of the Sambre between Charleroi and Namur.

DETAILS OF THE WITHDRAWAL.

Throughout the night of the 23rd a certain amount of fighting was in progress along the whole line. At the beginning of the retreat to Manbeuge the Third Division of the Second Corps suffered considerable loss from the enemy who had taken Mons. The Second Corps halted on the line Douai-Quadr-dub-Franeries, partially entrenching. This enabled General Sir Douglas Haig's First Corps gradually to withdraw. The latter reached the line Bavi-Mansbeuge at 7 o'clock in the evening.

GOOD WORK BY THE CAVALRY.

I had previously ordered Major-General Allenby's Cavalry to act vigorously and advance to my left, where the enemy was directing his principal efforts. General Allenby, at 7.30 in the morning, received a message from Sir Charles Fergusson that the Fifth Division was being pressed. General Allenby drew his Cavalry, and went to support the Fifth Division.

WIRE ENTANGLEMENTS.

During the course of this operation, Brigadier General de Lisle, commanding the Second Cavalry Brigade, though he saw an opportunity to paralyze the advance of the German Infantry by attacking its

flank. But he was held up by wire entanglements 500 yards from his objective, and the 9th Lancers and 18th Hussars suffered severely in the retirement of the Brigade.

THE SECOND CORPS RETIRE.

With the assistance of the Cavalry, General Sir Horace Smith-Dorrien effected the retreat of the Second Corps to a new position, although the Corps suffered great losses, having two Corps of the enemy on its front and one threatening its flank.

ENDEAVOUR TO REACH THE SOMME.

Field Marshal Sir John French then explained his determination to reach the River Somme or Oise. "It was due to the continued retirement of the French troops on my right, my exposed left flank, the tendency of the enemy's western Corps to envelop me, and, above all, to the exhausted condition of my troops." The Despatch says:—Throughout the day of the 25th and far into the evening the First Corps continued to march. It arrived at Landreies at 10 o'clock.

EXHAUSTION OF THE TROOPS.

I intended the Corps to come further west, in order to fill the gap between Le Cateau and Landreies, but the men were exhausted and could not get further with out rest.

GALLANTRY OF THE GUARDS BRIGADE.

The enemy, however, would not allow them to rest. About 9.30 in the evening of the 26th the Guards Brigade in the Landreies was heavily attacked by the Ninth German Corps, coming through the forest north of the town. The Brigade fought most gallantly and inflicted tremendous loss on the enemy leaving from the forest into the narrow streets of the town. This loss is estimated at from 700 to 1,000.

ASSISTANCE BY THE FRENCH.

At the same time, General Sir Douglas Haig reported his First Division heavily engaged south and east of Marolles. I sent urgent messages to the Commander of two French Reserve Divisions on my right to assist the First Corps, which they even really did. Partly owing to this assistance, but mainly owing to Sir Douglas Haig's skill in extricating his Corps from an exceptionally difficult position in the darkness, they were able to dawn to resume the march towards Wassigny on the 27th.

GENERAL SIR HORACE SMITH-DORRIEN.

After describing General Sir Horace Smith-Dorrien's resistance on the 20th Sir John French says:—
"I cannot close my brief account of this glorious stand of the British troops without recording my deep appreciation of the valuable services of General Sir Horace Smith-Dorrien. I say without hesitation that the saving of the left Wing of my Army, on the morning of the 26th, could never have been accomplished unless a Commander of rare and unusual coolness, intrepidity and determination had been present personally to conduct the operation."

THANKS TO THE FRENCH CAVALRY.

"I was much indebted on the 27th and 28th to General Serollet's French Cavalry, for assisting in the retirement and successfully driving back some of the enemy on Cambrai. General D'Amade, with two Divisions, moved from Arras on the evening of the 27th, and took much pressure off the British rear."

NOTES AND TIPS FOR
TO-MORROW'S
GYMKHANA.

GATE MONEY FOR THE PRINCE OF WALES FUND.

(Specially written for the "China Mail.")

The fourth meeting of the Gymkhana Club fixed for to-morrow looks like providing a very interesting and amusing entertainment. The Mule race especially promises to be funny, when one realizes the stupidity and, also, the cunning of the animals.

It is hoped that a "bumper" attendance will result, as the Committee have decided to give the whole of the gate money, without deductions, to the Prince of Wales's Fund.

The racing proper should prove interesting as a good many of the previous starters have left the Colony, others have had a nice long rest while a few have gone lame, or have broken down. Unfortunately no fresh blood has been imported, so we shall have to depend on the old starters to show us sport—and the China pony can always spring a surprise on his backers.

Event No. 1, Tent Pegging. Those of us who have seen the Indian Officers at work with the lances will not look elsewhere for the winners, with probably Elwes and Clarke the runners up.

No. 2, The Gymkhana Stakes, should show us a good finish. The present marks leader, Roman Chief, has been shipped to Shanghai, as have also his stable companion Nigerian Chief, Aldwyck and Rozario, leaving Vadcom and Soi Kwai as the only candidates who have already scored points in the Stakes. The probable starters and jockeys will be as follows:—

Joss Mighty, Hickman.
Vadcom, Sedgwick.
Sir Galahad, Gegg.
Brown Boy, Seth.
Lorenzo, Pope.

The weights at this time of the year must always be considered, also the ponies' condition, but I expect to see them finish in the following order:—

Joss Mighty, Sir Galahad, Brown Boy.
Race No. 3, The 3 Mile Handicap, will, most likely, see a field of six face the starter. Mascotte appears to be the favourite, but I fancy Soi Kwai very strongly here, and I believe him to be a game pony. Fiddle Bird too must not be overlooked.

Event No. 4, Polo Pony Sourry, has been poorly entered for; evidently polo is at a low ebb in Hongkong just now. A fast and handy pony is necessary to win this event, and No. 1, known as Shanghai, has proved himself already. Joy is also a noted place getter, but if Radium II. can be managed he is faster than all here.

Event No. 5, The Mule Race. The winner will take a lot of finding; watching some of the entered makes the other day, I saw six start; two of whom finished, the other four having whipped round or got rid of their riders.

Event No. 6, Ladies' Nomination, calls for skill as a horseman in mounting and being able to ride a finish. The fastest pony here is undoubtedly Buttercup but Joffit receives a good start. A few of the fastest ponies are Joy, Radium II., Toftit, Buttercup.

The last race of the day, and usually the most interesting one, is the mile and a quarter handicap, as it calls for judgment on the part of the jockeys, they remembering that "The Race is not always to the swift." We shall probably see all the entrants out here, except Moorish Chief, who has gone wrong, and I expect to see Lorenzo, Brown Boy, and Sevington fighting out the finish. The winner is remarkably hard to spot, as the handicappers have done their work so well that nothing appears to have any special advantage.

The times taken yesterday of the final gallops were as follows:—

Mascotte, Gegg, 1. 36, 1.10, 1.43, last 1. 33.
Fiddle Bird, Bath, 1. 37, 1.13 1.49, last 1. 33.
Lorenzo, Pope, 1. 48, 1.30, 2.10, 2.47, 3.22, last 1. 35.

Vadcom, Sedgwick, 1. 38, 1.16, 1.51, 2.25, last 1. 34.
Soi Kwai, Seth, 1. 39, 1.15, 1.48, last 1. 33.
Joss Mighty, Hickman, 1. 36, 1.12, 1.46, last 1. 34.

Sir Galahad, Gegg, 1. 37, 1.14, 1.48, last 1. 34.
Sevington, Gegg, 40, 1.20, 1.53, 2.29, last 1. 34.
Dunin, boy, 1. 35, 1.12, 1.46.2, last 1. 34.2.

Pegasus, boy, 1. 38, 1.16, 1.49.2, last 1. 38.2.
Brown Boy, Matchlock and Fluke were entered only by their riding boys.

"Jude's Box."

HONGKONG GYMKHANA CLUB.

THE FOURTH GYMKHANA MEETING of the Season will be held at Happy Valley on SATURDAY, the 10th October, 1914, commencing at 3 p.m.

The Charge of Admission will be \$1.00 for other than Members of the Hongkong Jockey Club or GYMKHANA CLUB.

Soldiers and Sailors in uniform Half Price.
The Committee invite the Ladies of Hongkong to be present.

GATE MONEY taken at the GYMKHANA will be given to the PRINCE OF WALES FUND, WITHOUT ANY DEDUCTION FOR EXPENSES.

It is hoped therefore that Members of the Jockey Club and others who have hitherto enjoyed the privilege of free admission will pay on this occasion, as every dollar paid for a ticket is a direct gift to the Fund.

"MANY A MUCKLE MAK'S A MUCKLE."
Hongkong, October 7, 1914. 1970

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FOR A FEW NIGHTS ONLY

THE GREAT
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"THE NIHILIST"

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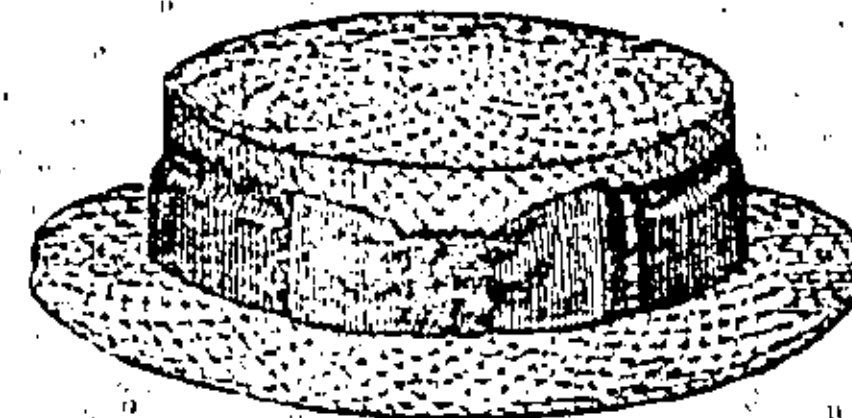
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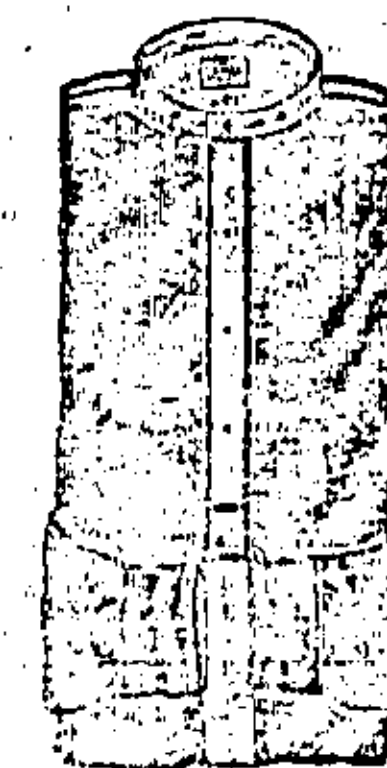
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HAVE ALWAYS THE VERY NEWEST STYLES IN
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THE VERY LATEST
SHAPES IN STRAW.
HATS WITH BLACK
SILK BAND.
Prices \$1.25, \$2.00,
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PYRAMID HANDKERCHIEFS
MADE OF FINE LAWN IN A
SMART RANGE OF COLOURED
BORDERS, SIZE ABOUT 19 1/2 INCHES
SQUARE.

Price \$5.00 dozen.



LOUNGE SHIRTS

WE CARRY AN EXCEEDINGLY
SMART RANGE OF SOFT FRONTED
SHIRTS WITH SOFT DOUBLE
CUFFS, WITH NEAT PIN STRIPES.
THE ACME OF VALUE.

Price \$2.00 each.

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Light Palatable and Wholesome.

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Fresh Supplies by every Mail.

Price per case 4 dozen Quarts Duty Paid \$12.50

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